

AMENDMENTS TO THE SPECIFICATION:

Please replace paragraph [21] on page 6, with the following paragraph:

- [21] As known, control unit 18 employs a predictive model of engine noise, which is based on certain assumptions of the ambient environment, including air pressure, air temperature, and humidity about the engine compartment. When the environmental assumptions are incorrect, control unit 18 may generate a less than optimal noise cancellation signal and even create an undesirable high pitch noise. As more fully disclosed in pending United State Patent Application No. 09/827,794 filed on the same day of this application, which is hereby incorporated by reference, the invention may be used in conjunction with the method of noise attenuation whereby control unit 18 recalibrates based on new environmental conditions rather than assumed environmental conditions. In such an embodiment, the method of noise attenuation involves generating a noise canceling signal from control unit 18 based on an environmental assumption, sensing a system condition, ceasing the generation of the noise canceling signal based on the system condition, and recalibrating based on changed environmental conditions. The changed environmental conditions may be detected by comparing a test sound wave from speaker with the assumed model of the sound wave stored by the system. Differences between the sound waves may then result in recalibration. This method thereby permits control unit 18 to adjust its model of engine noise based on environmental conditions at a point where control unit 18 is not preoccupied with noise attenuation. More importantly, this method allows control unit to recalibrate and consequently avoid the generation of the unwanted noise.